



10681

# DEPARTMENT OF TRANSPORTATION

775

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

DEC 3 1968

Acquisitions  
Section Hq 610A

DOT - 10768  
963 - 5105

The Department of Transportation's Summer Youth Opportunity Campaign accounted for more than 70,000 jobs in 1968, Secretary Alan S. Boyd announced. He said this represented an increase of more than 175 percent above 1967.

According to Boyd, the Department's effort was conducted in coordination with the Federal Government, state highway departments, local government and industry relating to transportation. A high percentage of the jobs were filled by disadvantaged youths of the ghettos within the 50 Target Cities.

Boyd noted that in the Department's first year effort, the support and cooperation given this program by leaders within and outside of the Government indicates that the results generated this year to secure jobs has demonstrated the need for still greater effort. Reports from the Department of Transportation represented efforts on behalf of Federal Highway Administration, Federal Aviation Administration, Federal Railroad Administration, Coast Guard, National Transportation Safety Board, and the St. Lawrence Seaway Development Corporation.

Boyd said that as of September 30, 1968, the Transportation Department hired 2,879 youths between the ages of 16-21. This number exceeded the goal of one disadvantaged youth for every 40 regular Department employees.

Boyd expressed satisfaction in noting that many jobs were made available by the 50 state highway departments, numerous sponsors among the local government, and thousands of private contractors.

(more)

Negroes, American Indians, Mexican-Americans and Orientals were among the ethnic and racial minorities hired who were identified by the reporting agencies to indicate that there was a high degree of support for the campaign on the part of employers in the private and public sectors.

The Secretary's Summer Youth Opportunity Campaign Committee is gathering information for the final report which will include all phases of the summer activities. This material will be submitted to the President's Council on Youth Opportunity.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
December 4, 1968

DOT 14168  
962-3928

Secretary of Transportation Alan S. Boyd today announced the establishment of an Office of Environmental Impact. The new office will assist the Department of Transportation's operating administrations in their efforts to protect the environment against undesirable effects of transportation activity.

Operations of the new office will be concerned with preserving parks and recreation areas, conservation and wildlife areas and historic sites. It also will be concerned with the effect of transportation activities on public health and on esthetic and social aspects of the urban environment.

The office has been assigned to Donald G. Agger, Assistant Secretary for International Affairs and Special Programs. Acting Director of the new office will be Oscar S. Gray, 42, a lawyer.

Boyd pointed out that establishment of the office is in keeping with a recent recommendation by the President's Council on Recreation and Natural Beauty. In a report, entitled "From Sea to Shining Sea," the council proposed "that Federal departments and agencies concerned with the environment establish or designate within their organization a focal point with responsibility for considering environmental quality aspects of program and policy proposals, and to promote coordination of policies, plans and programs so as to enhance environmental quality."

#####



FOR RELEASE WEDNESDAY  
December 4, 1968

DOT -- 14068  
963-5154

The Department of Transportation's Urban Mass Transportation Administration today announced 4 supplemental grants, totaling \$1,297,041, to Puerto Rico to help purchase 210 transit buses and construct a ferry terminal.

The new grants raise Federal contributions to the projects to \$5,198,170 or two-thirds of \$7,782,256 total cost. Completion of planning and programming requirements by San Juan area authorities made the higher Federal grants possible.

The Metropolitan Bus Authority received three supplemental grants, totaling \$1,229,059, for the purchase of the buses and construction of a garage, terminal and shelters. Total Federal grants to the Bus Authority now amount to \$4,916,238.

The Ports Authority received an additional \$67,983 for construction of a ferry terminal to replace a deteriorated wooden facility in Old San Juan. Total Federal participation in this project amounts to \$271,932.

For further information:

Mr. Herminio Fernandez-Torrecillas  
President and General Manager  
Metropolitan Bus Authority  
Post Office Box 1029  
Hato Rey, Puerto Rico 00919

Project Nos. PR-UTG-1,3,4

Mr. Ruben Sanchez  
Executive Director  
Ports Authority  
Post Office Box 3508  
San Juan, Puerto Rico 00904

Project No. PR-UTG-2

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
December 6, 1968

DOT - 14368  
963 - 5105

A new program to develop express bus service between poverty areas and employment sites which lack adequate public transportation access was announced today by Secretary of Transportation, Alan S. Boyd.

Federal funding for the new service development program will cover 90 percent of net costs (project costs after deduction revenues) and will come from DOT's Urban Mass Transportation Administration. In the past, demonstration projects have shown that improved transportation is a vital factor in increasing employment when jobs for the unemployed are available. The new project will be customer-oriented and door-to-door service will be its ideal.

Today's program will support the national effort to find more jobs in the public and private sectors for the hard-core unemployed in urban areas. Planning for transportation access to such jobs will be coordinated with the National Alliance of Businessmen, State and U.S. employment agencies, the President's Council on Summer Youth, and other groups which have programs directed toward the goal of more and better job opportunities for the hard-core unemployed.

The new service development program will make grants to local public agencies. New route development will be administered by local public and private transit operators. Although designed to support bus operations, the program may be used to develop rail service.

(more)

Projects proposed under the program announced today should have a term of at least 18 months, which UMTA officials consider the minimum time needed to develop patronage for such experimental routes.

Inquiries concerning the new service development program should be directed to:

Office of Research  
Urban Mass Transportation Administration  
U.S. Department of Transportation  
Washington, D.C. 20591

#####



DOT NEWS FEATURE  
FOR IMMEDIATE RELEASE

DOT -- 14468  
963-5154

Most people grit their teeth and put up with the inconvenience of travel in the cities because they are not aware of how conditions could be improved. However, city governments are realizing that they must seek fundamental changes in transportation patterns or watch their business districts strangle in traffic.

The Urban Mass Transportation Administration was set up in 1964 and recently placed under the wing of the Department of Transportation to help the cities take advantage of new concepts of urban movement. Now cities can turn to a single Federal agency for consultation and financial assistance as they buy updated transit equipment, set up new systems, and reorganize existing programs and facilities. They know that to rely solely upon the automobile is to invite a social disaster compounded of congestion, ugliness, pollution, and urban decay.

Under the direction of a career public servant, Paul Sittton, the UMTA dispenses capital grants for coordinated metropolitan efforts to improve transportation systems as a whole. Demonstration grants are available for experimental transit equipment or techniques. Universities and research companies are eligible for assistance to develop untested systems and new principles of organizing and controlling mass transportation networks. UMTA's principal concern is to provide seed money for the upgrading of transportation in urban environs.

- more -

Since the relocation of UMTA within the Department of Transportation, grants totaling \$65,433,620 have been made to 38 communities and to organizations and individuals in 23 states.

There is wide variety in the type and geographical distribution of grants. For example, a grant was made to study the use of minicars, small rental vehicles for use on short trips within Philadelphia's central city. The system may serve as the model for future automatic transportation systems elsewhere.

The San Francisco Bay Area Rapid Transit District (BART) the Nation's first new subway system in more than 40 years, was granted \$28 million in November, bringing Federal grants there to \$80 million. The BART system will demonstrate advances in transit facilities, design and equipment and may serve as a model for other cities in the United States and abroad.

Grants have been made to other communities ranging in size from New York City to Waterloo, Iowa. New York will use a \$1.02 million grant to underwrite 50 percent of the cost of face-lifting the half century old 49th Street subway station in mid-town Manhattan. A grant of \$31,800 to the City of Waterloo, Iowa will be used to buy four minibuses for use in the city's downtown loop.

Past urban transportation grants have made it possible for cities across the Nation, planning organizations, and the transit industry to test a variety of transport innovations. Grants have supported the test of a water-borne air-cushion vehicle in Oakland, new measurement systems of tunnel construction in Boston and the establishment of a public transportation system as part of community facilities for the new town planned at Columbia, Maryland.

Other projects have studied transportation needs of low-income residents of the St. Louis inner city, tested home-to-destination-and-return bus service in Flint, and developed and field-tested a simulation model that the New York State Department of Public Works will use to plan urban transportation facilities.

As a result of earlier programs, in Pittsburgh, the Port Authority has received a grant to develop techniques for advertising and promoting mass transportation facilities in a large urban area. In the Washington, D.C. metropolitan area, urban transportation funds made it possible to test the use of script in lieu of cash for bus service. Seattle tested a system of "Blue Streak" reserved bus lanes and the Virginia Polytechnic Institute studied training techniques for transit management.

(more)



Since UMTA's establishment on July 1, 1968, \$58,401,750 in capital grants has gone to 14 cities in 14 states. UMTA has granted \$4,788,275 for research, development, and demonstrations during the current fiscal year, substantially more than in past years. Technical studies during the last five months have been granted \$2.1 million, and grants for managerial training have amounted to \$37,722.

UMTA anticipates expansion of its programs in the years ahead. In research, development, and demonstration programs, for example, efforts will be directed toward the promotion of user and community acceptance. UMTA will also use Federal grants to stimulate private investment in promising areas of technological innovation. In addition, UMTA will try to find ways around some of the institutional bottlenecks that in the past have impeded transportation innovations in urban areas.

Future university research and training programs will be directed toward attracting graduate students to programs of study in urban mass transportation. Managerial programs will be expanded to increase training of personnel for managerial, technical and professional positions in urban mass transportation.

In addition, UMTA will promote greater use of Federal loans to assist State, local, and regional public bodies to acquire, build, and improve the capital equipment of urban transit systems.

Mass transportation is vital to a dynamic urban economy and environment. Planners, municipal executives and downtown merchants have all come to realize that urban highways cannot satisfy the full range of urban transportation needs. In addition to the vast numbers of Americans who use mass transportation facilities out of choice, there are some 30 million Americans -- young, old, poor and handicapped -- who must have public transportation service which is fast, safe and comfortable.

The Urban Mass Transportation Administration as a vital element in the Department of Transportation will continue to promote better urban transportation for all Americans.

####

December 6, 1968



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*W A A Library*

DEC 13 1968

ions  
Hq 610A

FOR IMMEDIATE RELEASE  
Monday, December 9, 1968

DOT  
963-5154

CORRECTION:

The correct title of the Council that will advise the Department of Transportation on all aspects of transportation in urban areas is the Urban Transportation Advisory Council, not the Urban Mass Transportation Council as stated in a news release (DOT 14268) issued on December 9, 1968.

Secretary of Transportation Alan S. Boyd will serve as Chairman. Under Secretary of Transportation John Robson will serve as alternate chairman.

####





# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FAA Library

DEC 12 1968

Acquisitions  
Section Hq 610A

FOR RELEASE MONDAY  
December 9, 1968

DOT - 14268  
963-5105

Establishment of the Urban Mass Transportation Advisory Council was announced today by Secretary of Transportation Alan S. Boyd.

The Council will advise the Department of Transportation on all aspects of transportation in urban areas. The Secretary of Transportation will serve as chairman of the Council.

"We expect the Advisory Council to play an important role in the search for solutions to the problems of transportation in the cities," said Boyd.

"We are gratified by the response of civic, business, and labor leaders to our invitation to become working members of the Council," he added.

Membership of the Advisory Council includes civic, business and labor leaders and represents a wide range of urban interests. Members are: Gerard A. Anderson, member of the Cleveland Transit Board, Edmund Bacon, Executive Director of the Philadelphia City Planning Commission; Mayor J. D. Braman of Seattle, Chairman of the Transportation Committee of the National League of Cities; E. Delbert Brockett, Chairman of the Gulf Oil Corporation, Pittsburgh; S. L. Caria, President, American Transit Association, and General Manager, Twin Cities Lines, Minneapolis; John M. Elliott, President, Amalgamated Transit Union, Washington; Jefferson Fordham, Dean, University of Pennsylvania Law School, Philadelphia; W. Ashley Gray, President, General Steel Industries, St. Louis, and Past President, Railway Progress Institute, Washington.

Other members include Alfred E. Johnson, Executive Secretary, American Association of State Highway Officials, Washington; Daniel Patrick Moynihan, Director, Harvard-MIT Joint Center for Urban Studies, Cambridge; William Overton, President and Director,



Dallas, Texas Corporation; Milton Pikarsky, Commissioner of Public Works, City of Chicago; Richard H. Rich, Rich's, Atlanta and Chairman of Metropolitan Atlanta Rapid Transit Authority; Mark Robeson, President, American Trucking Association, Kansas City; James Roche, Chairman, General Motors Corporation, Detroit.

Also, Dr. William Ronan, Chairman, New York State Metropolitan Transportation Authority, Albany; Stuart Saunders, Chairman, Penn Central Transportation Company, Philadelphia; Benno C. Schmidt, J. H. Whitney and Company, New York; William L. Slayton, Executive Vice President, Urban America, Washington, D.C.; B. R. Stokes, General Manager, Bay Area Rapid Transit District, San Francisco; Theodore Watkins, Watts Labor Action Committee, Los Angeles; Paul N. Ylvisaker, Commissioner, New Jersey Department of Community Affairs, Trenton.

The Council will hold its first meeting in January.

The Council will consider transportation on streets, highways, and rail lines within urban areas. It will also examine proposals for technological and financial innovations to improve the quality of urban transportation and will consider steps to improve public participation in transportation decision-making as well as the possible expansion of legislative proposals. In addition, it will examine the need for increasing the involvement of municipal, region, and state bodies in urban transportation planning, programs, and policies.

The Advisory Council's activities will complement those of the recently announced Urban Transportation Coordination Group, with membership from the Federal Aviation Administration, the Federal Highway Administration, Federal Railroad Administration, and the Urban Mass Transportation Administration, which coordinates internal Departmental activities which relate to urban transportation programs.

John E. Robson, Under Secretary of Transportation, who is alternate chairman of the Departmental Coordination Group, will serve as chairman of the Advisory Council.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR RELEASE 5 P.M.  
Friday, Dec. 13, 1968

DOT - 14668  
962 - 3928

Secretary of Transportation Alan S. Boyd today advised the Chairman of the House Public Works Committee, George H. Fallon (D. Md.), the Chairman of the House Public Works Subcommittee on Highways, John C. Kluczynski (D. Ill.) and the Chairman of the Senate Public Works Committee, Jennings Randolph (D. W.Va.) that the Department of Transportation has allocated 1,472.5 miles, in 28 states, of the 1,500 additional Interstate Highway miles authorized by Congress.

The added mileage was authorized by the Congress in the Federal Highway Act of 1968 to fill missing critical links which have developed since the system was first laid out in 1946.

Secretary of Transportation Alan S. Boyd said the new mileage "will lend more flexibility to the entire system to permit it to meet the tremendous changes in population and development that have occurred since the original 41,000 mile network was charted."

The estimated total cost of the additional mileage announced today is \$2,428,800,000. (The Federal Highway Trust Fund finances 90 percent of this, the States 10 percent).

Congress authorized a total of 1,500 miles of new Interstate highways. The Federal Highway Administration officials said that the difference between 1,472.5 miles and the 1,500 authorized would be held in a reserve pool to make adjustments that might be necessary.

Today's action by the Secretary means that 1,472.5 miles of Interstate mileage has been added to the system in 28 states. The timing on when the added mileage is built is up to the individual states.

Included in the 1,472.5 miles added to the system today is 25.5 miles of highways in North Carolina, Texas and Oklahoma which already have been built up to Interstate standards and have been added to the system without charge.



In authorizing the additional 1,500 miles, Congress did not provide for additional financing. However, it is expected that the cost of the mileage will be included in the next cost estimate for completing the Interstate System which is scheduled to go to Congress in 1970. The last cost estimate, sent to Congress this past year, estimated it would cost \$56.5 billion when the system is completed.

Bureau of Public Roads officials said the states, in filing applications for the added 1,500 miles, had submitted suggested projects totaling more than 10,000 miles.

The attached table shows the mileage allocated to the various states with the estimated cost of the projects.

####



December 14, 1968  
1500 Mile Increment - Recommended Routes by States  
A

State	Route	Length Sub-Total	Length (Miles)	Cost Sub-Total	Cost (Millions)
Ala.	Huntsville, spur from I-65		19.2		22.9
Ariz.	Phoenix, Papago Freeway, Phase I		4.9		79.8
Calif.	San Diego to Colton (San Bern.-Riverside)	102.5	109.6	201.2	251.4
	Los Angeles, extend I-605 to I-210	5.5		19.0	
	San Francisco, spur to Int. Airport	1.6		31.2	
Colo.	Denver, belt, S.W. quadrant	24.8	30.4	70.0	89.3
	Denver, extend I-80S to I-70	5.6		19.3	
Conn.	Hartford, extend belt I-291 to I-84	6.1	50.6	29.0	158.0
	Conn. portion of Hartford-Providence route	44.5		129.0	
Fla.	St. Petersburg to Miami		252.0		210.0
Ga.	Columbus, spur from I-85		38.8		32.6
Ill.	Springfield via Decatur to Champaign		80.0		56.0
Ind.	Evansville, spur from I-64		14.0		26.0
Iowa	I-80 via Cedar Rapids to Waterloo	74.3	74.8	123.9	126.9
	Iowa portion of Sioux City-South Sioux City Spur	0.5		3.0	
Kansas	Kansas portion of Kansas City west belt		19.6		52.1
La.	New Orleans, south belt		30.0		220.0
Mass.	Providence belt, N.E. quadrant	14.3	15.8	44.3	47.4
	Providence belt, S.E. quadrant (to R.I. St. Line)	1.5		3.1	
Mich.	Marshall via Lansing to Flint		96.0		104.4

(Columns totaled on Chart B)

December 14, 1968  
1500 Mile Increment - Recommended Routes by States  
(Continued) B

<u>State</u>	<u>Route</u>	<u>Length Sub-Total</u>	<u>Length (Miles)</u>	<u>Cost Sub-Total</u>	<u>Cost (Millions)</u>
Minn.	Radial to I-494 in Minneapolis		9.4		29.0
Mo.	Missouri portion of Kansas City west belt Kansas City north belt to K.C. Int. Airport	9.0 } 17.0 }	26.0	14.9 } 39.1 }	54.0
Nebr.	Nebr. portion of Sioux City-South Sioux City spur		1.9		7.8
New York	Binghamton to Schenectady		130.0		210.0
N. C.	N. Carolina portion of Charlotte-Columbia route Durham via Raleigh to Smithfield	9.1 } 58.1 }	67.2	0.0 81.6	81.6
Ohio	Dayton, extension of I-675 belt		3.5		7.3
Okla.	Oklahoma City, belt S. W. quadrant		9.3		14.9
Oregon	Portland connector		1.1		11.0
R. I.	R. I. portion of Hartford-Providence route Providence belt, S.E. quadrant to Mass. St. Line	20.7 } 12.2 }	32.9	61.3 } 107.5 }	168.8
S. C.	S. C. portion of Charlotte-Columbia route		75.0		65.0
Texas	Ft. Worth belt, N. W. quadrant Amarillo to Lubbock	13.5 } 125.0 }	138.5	22.0 } 43.1 }	65.1
Va.	Norfolk, west belt (ext. of I-64)		9.2		120.0
Wash.	Tri-Cities spur		28.0		25.0
Wisc.	Milwaukee to Green Bay		104.8		92.5
			<u>1,472.5</u>		<u>2,428.8</u>



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FVA Library*

*DEC 17 1968*

FOR RELEASE AFTER 11:00 A.M.  
Monday, December 16, 1968

*Section Hq 610A*

DOT - 14568  
962-3928

Final agreements were signed by the Department of Transportation today to establish two park and ride passenger stations in suburban Maryland and New Jersey for the upcoming high speed train service.

Transportation Secretary Alan S. Boyd represented the Federal Government at the Maryland ceremony with Prince Georges County officials in Washington. Robert A. Nelson, Director of DOT's Office of High Speed Ground Transportation, was the Government's representative at the New Jersey ceremony in Trenton.

"The stations are designed to offer the traveling public, particularly those in suburban areas, a combination of ample parking and improved rail service between Washington and New York," according to Secretary Boyd. As such, he said, "they add an important new dimension to the Department's planned two-year rail passenger demonstration project."

Boyd explained that the facilities were designed to provide easy access from major "feeder" highways and eliminate the need for time-consuming travel to downtown terminals. The station sites are located adjacent to the Garden State Parkway at Woodbridge, New Jersey and the Capital Beltway and John Hanson Highway in the Maryland suburbs of Washington. Both are on the Penn Central Railroad.

In signing the agreements, Secretary Boyd paid special tribute to the States of New Jersey and Maryland and Prince Georges County whose "unique and far-sighted cooperation," he said, "was a key element in establishing the stations."

-more-



The Department's Office of High Speed Ground Transportation will contribute an estimated \$648,000 of the \$1.4 million initial cost to the New Jersey station. The Federal contribution to the Maryland station will be about \$1,000,000 of an initial total estimated cost of \$1,700,000.

Mr. Nelson said "these new stations should tap the vast suburban market for the New York-to-Washington rail passenger demonstration. If successful, this concept can be applied elsewhere in the country wherever railroads cross major interstate or other limited access highway systems on the outskirts of urban areas," Mr. Nelson added.

The new trains of the demonstration, the Metroliners, are scheduled to make the 225-mile run between Washington and New York in under three hours. The Metroliners will be interspersed with present Penn Central passenger trains to provide service every hour between the Capitol and Manhattan and every half hour between Philadelphia and New York from early morning to late at night.

Exact schedules and stops of both Metroliners and conventional trains have not yet been set. During the two-year Government participation in the demonstration, periodic adjustments in fares, schedules and stops will be made to attain the maximum public response to the improved service.

In New Jersey, the station located in Woodbridge Township will be called Garden State Metropark. It will be operated by the State. The Prince Georges County Maryland facility will be known as Capital Beltway Metropark and will be operated by Prince Georges County.



# DEPARTMENT OF TRANSPORTATION

*Library*  
**NEWS**  
*103-Matome*

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, December 18, 1968

DOT - 14768  
962 - 3928

Secretary of Transportation Alan S. Boyd today allocated a total of \$14,150,000 for 25 projects in 21 States to improve roads through Federal lands.

"The funds allocated for fiscal year 1969," Boyd said, "will help make our outdoors more accessible to the American people for vacations, recreational opportunities, and the general enjoyment of nature."

The allocations were in accordance with legislation authorizing Federal expenditures on the basis of need for road construction through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations.

Since 1951, Congress has authorized such funds in recognition of the need for road construction in Federal lands where the States have a lesser responsibility than the Federal Government.

Money is allotted annually to projects selected as having the highest priority of need and public benefit among projects proposed by State highway departments.

The funds, administered by the U.S. Department of Transportation's Federal Highway Administration, were allocated for 18 continuing and 7 new projects.

Allocations for projects begun previously follow:

Georgia - State Route 66 to provide access to Brasstown Bald Mountain area, \$250,000.

Idaho - State Route 21 between Stanley and Lowman, \$500,000; and Lewis and Clark Highway between Kooskia and Montana State line, \$430,000.

Maine - Route 3 in Acadia National Park, \$220,000.

Minnesota - Red Lake Indian Reservation road, \$100,000.

New Mexico - U.S. 666 north of Gallup, \$500,000.



New Hampshire - Waterville Valley road in White Mountains National Forest, \$200,000.

North Carolina - Tellico Plains-Robbinsville road in Nantahala National Forest, \$1,400,000.

North Dakota - State Route 24 east of Breien in Standing Rock Indian Reservation, \$240,000.

Oregon - U.S. 95 south of Burns Junction, \$500,000.

Tennessee - Tellico Plains-Robbinsville road in Cherokee National Forest, \$1,050,000.

Utah - State Route 95 from Comb Wash easterly, \$1,000,000; and State Route 95 from Trachyte Junction to White Canyon, \$700,000.

Washington - State Route 20 or North Cross State Highway from Ruby Creek to East Creek, \$750,000.

West Virginia - Highland Scenic Highway in Monongahela National Forest, \$2,000,000.

Wyoming - Flaming Gorge road providing access to recreational areas of Flaming Gorge Reservation, \$500,000; Clark Fork road in Shoshone National Forest, \$500,000; and U.S. 212, the Red Lodge to Cooke City road, \$500,000.

Allocations were made for the following new projects:

Arizona - State Route 64, the southeast approach to Grand Canyon National Park, \$500,000.

California - Forest Highway 100 in vicinity of Devils Postpile National Monument, \$400,000.

Mississippi - Delta National Forest Route 34, \$110,000.

Montana - Study to determine the location and design criteria for a road between Billings and Yellowtail Reservoir, \$50,000.

Nevada - U.S. 95 south of Goldfield, \$1,300,000.

Ohio - Vesuvius Loop road in Lawrence County, \$250,000.

Virginia - State Route 717 in the Jefferson National Forest, \$200,000.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

10920 1400

FAA Library

FOR IMMEDIATE RELEASE  
December 20, 1968

DOT - 14968  
962 - 2938

JAN 6 1969

High-Speed Metroliner <sup>Acc.</sup> <sup>passenger</sup> train service will start on a limited basis between Washington, D. C. and New York on January 16, Penn Central and the Department of Transportation announced today.

In a joint statement, Alan S. Boyd, Secretary of Transportation and Stuart T. Saunders, Penn Central Board Chairman, said the Metroliner service will operate on a schedule of 2 hours and 59 minutes between Washington and New York City with stops at Baltimore, Wilmington, Philadelphia, Trenton and Newark.

At the outset, a six car train including snack bar coaches and Metro Club (Parlor) cars will make a round trip each day. The schedule will be announced later. The train will be added to existing service on the New York-Washington line.

This schedule will be nearly an hour faster than the average speed of all Penn Central trains now operating on this run and 36 minutes faster than the swiftest schedule of 3 hours, 35 minutes.

Secretary Boyd and Mr. Saunders said that additional trains will be added as they become available, until a full complement of 22 Metroliner trains a day is in operation. Service will be expanded as cars are accepted by Penn Central.

A special run of the new equipment from Washington to New York is being planned for January 15, for Members of Congress, Federal, State and City officials and the press.

The two year period for the joint DOT-Penn Central demonstration project will not begin until at least 28 cars, 20 coaches, and 8 snack bar coaches are available. In this demonstration, varying schedules, fares and other features will be tried for intermediate periods of time. No estimate can be made at this time when this will begin. Secretary Boyd and Mr. Saunders, however, expressed confidence that technical difficulties which have stalled the service will be overcome soon.

####



# DEPARTMENT OF TRANSPORTATION

*Library*  
**NEWS**  
*arr-103-ent.*

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY A.M.'s  
December 22, 1968

DOT--14868  
963-5154

Secretary of Transportation Alan S. Boyd today asked the entertainment, advertising and news media to encourage better safety practices by motorists.

Boyd, in letters to auto manufacturers, advertising agencies, the movie and television industry and magazine and newspaper publishers said that viewers are influenced by what they see in advertising spots, television shows and motion pictures.

If the models or performers are portrayed using safety devices, Boyd said, drivers and passengers will be influenced to follow their example.

"This is particularly true with respect to younger people whose practices and attitudes are a very important aspect of their comparatively poor safety record," he added.

Federal law now requires the installation of seat belts and shoulder harnesses in all new cars, Boyd said, but they often go unused.

"There is evidence," he wrote, "that driver and front-seat passenger fatalities would be reduced by perhaps more than 70 percent if seat belts and shoulder harnesses were used universally."

Boyd asked the manufacturers and advertisers to adopt a policy in motor vehicle advertising of showing persons using all appropriate safety devices and following proper safety procedures.

# # #



FOR RELEASE TUESDAY  
December 31, 1968

DOT -15268  
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced three capital grants, totaling \$1,413,066, to the cities of Asheville, North Carolina; Minneapolis, Minnesota, and Sioux City, Iowa.

An additional \$299,933 has been reserved for Asheville and Sioux City pending completion of certain planning requirements.

Asheville (Project No. NC-UTG-1) will get an immediate grant of \$658,300 and a reservation of \$219,433 representing, respectively, one-half and one-sixth of a total project cost of \$1,316,600.

The project involves the purchase of 34 new diesel buses, construction of a maintenance and operations building and the purchase of related land and equipment.

Sioux City (Project No. IA-UTG-3) will get an immediate grant of \$241,500 and a reservation of \$80,500 representing, respectively, one-half and one-sixth of a total project cost of \$483,000.

The grant will enable the city to acquire the assets and Sioux City Lines, Inc., and to buy 25 new diesel transit buses.

Minneapolis (Project No. MINN-UTG-1) received a grant of \$513,266, representing two-thirds of the cost of building a transitway and pedestrian mall along several blocks of Nicollet Avenue, a major retail street.

####